

SB

260

FISCAL NOTE

Revision Date:
Title: Naming Petersburg Airport

Department Affected: DOT&PF
BRU: None

Sponsor:
Requestor:

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY94) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Andy Hughes, Transportation Planner

Phone: 465-1776

Division: Southeast Region Planning

Date: January 26, 1994

Approved by Commissioner: *B.A. Campbell*

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: January 26, 1994

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SPONSOR STATEMENT

SPONSOR SUBSTITUTE FOR SENATE BILL 260

This legislation would name in statute the state airport at Petersburg the "Petersburg James A. Johnson Airport." Jim has been Alaska's ambassador at Alaska Airlines since assuming his Seattle position.

Jim went to work for Alaska Coastal Airlines in Petersburg during his high school years. Jim rose through the ranks when Coastal combined with Ellis Airlines to become the general sales manager in Juneau in 1962. When Coastal Ellis merged with Alaska Airlines in 1968 he was promoted to the position of vice-president of sales and general sales manager and moved to the company's headquarters in Seattle.

Except for the first year of his life, Jim spent his formative years in Alaska. Growing up in Petersburg gave him the perspective of rural Alaskan life and it was this immersion that gave Jim the Alaskan mind set that never left him. He was raised in a community with a strong work ethic.

It was this upbringing that allowed Jim to continue to identify with Alaskans and their sometimes unique problems while working in Seattle. This experience was a benefit to Alaskans and Alaska Airlines -- having someone knowledgeable of Alaska and who cared about Alaska was a win-win benefit to all who traveled by air.

Jim was selected as Alaskan of the year in 1992 by the state Chamber of Commerce. He has been honored by the Petersburg and Sitka Chambers. Juneau has honored Jim by declaring June 3 to be "Jim Johnson Day."

A fitting tribute to Jim and to the town that shaped him would be to honor both by naming the state airport at Petersburg the "Petersburg James A. Johnson Airport." The City Council of Petersburg has passed a unanimous resolution in favor of naming the airport in Jim's honor.

I urge you to look favorably upon this legislation -- so that we can honor the Alaskan who spent so many years promoting and benefiting Alaska because of his work at Alaska Airlines.

District A:

Hyder • Ketchikan • Kupreanof • Mevers Chuck • Petersburg • Saxman • Sitka • Wrangell



CITY OF PETERSBURG

P.O. BOX 329 - PETERSBURG, ALASKA 99833

TELEPHONE (907) 772-4511

TELECOPIER (907) 772-3759

Resolution No. 1342-R

A RESOLUTION HONORING JIM JOHNSON AND REQUESTING THE STATE OF ALASKA RENAME THE PETERSBURG STATE AIRPORT THE JAMES A. JOHNSON AIRPORT.

Whereas, Jim Johnson spent his formative years in Petersburg, Alaska; and

Whereas, Jim Johnson's first job in the airline industry for Alaska Coastal Airlines was in Petersburg, Alaska; and

Whereas, that job led to a long and distinguished career with Alaska Airlines; and

Whereas, Jim Johnson used his position at Alaska Airlines to promote not only the growth and strengthening of Alaska Airlines, but the State of Alaska and its' citizens; and

Whereas, his tireless efforts on behalf of the State of Alaska have enriched the people of the State and they have acknowledged that by honoring him as Alaskan of the Year in 1992.

Now Therefore Be It Resolved by the City Council of the City of Petersburg, Alaska to request the State of Alaska to further honor Jim Johnson by naming the Petersburg airport the James A. Johnson airport.

Passed and Approved by the City Council of the City of Petersburg, Alaska this 1st day of November, 1993.

Don R. Coon

Mayor

ATTEST:

Leticia H. Curtis



Johnson retires from Alaska Airlines after 42 years service

A former Petersburgian who pulled himself up by his own bootstraps is retiring from Alaska Airlines on June 30.

The company is heaping praise upon James A. "Jim" Johnson, now of Seattle, a 42-year veteran with the line.

He rose from a temporary and part-time summer luggage-loader on float planes in the Petersburg Boat Harbor, to the position of senior vice president of public affairs for Alaska's largest commercial air carrier.

Johnson has long been called "Mr. Alaska" by airline officials for his efforts to help people beyond the call of normal duty, particularly as liaison between the line and the Alaska state government.

In 1992 he was named "Alaskan of the Year" by the state Chamber of Commerce because of the help he has given to Alaska businessmen seeking to do business outside the state.

He has also been honored by the local Chambers of Commerce in Sitka and Petersburg, who extended to him honorary lifetime memberships last year.

And the mayor of Juneau recently declared June 3 to be "Jim Johnson Day." The Fairbanks mayor also named a day after him last year.

Although it has often been rumored that Johnson was born in Petersburg, he said that isn't true.

He was born in Cheyenne, Wyo., and moved here with his parents when he was one.

He was still in school when he went to work part-time for Eldor Lee, station manager of Alaska Coastal Airlines, in 1949.

After graduating from Petersburg High School in 1951, he went to work full-time for Coastal as an "agent," selling tickets, loading planes, and doing an assortment of other tasks.

There was no airport here then, and float planes landed and took off in the boat harbor.



still lives here. So does his brother, John Johnson, head of the Petersburg Job Service.

His sister, Lois Rhodes, is a school teacher in Sitka.

Johnson said he plans to come here this summer to visit his family.

As for retirement--he plans to put his new boat to use with some sport fishing in Puget Sound, also starting this summer.

He said he plans to continue maintaining his home in Seattle during the summers, and spend winters in Mesa, Ariz.

John Johnson compared Jim with a Horatio Alger-type of hero--hard-working, intelligent, and making it on his own.

Alger, an American novelist, wrote mainly about such self-made men.

Margie Johnson, a Cordova innkeeper and immediate past president of the Alaska State Chamber of Commerce, said Jim Johnson "is the epitome of a small-town boy who made good. And he never forgot his roots. He exemplifies the caring spirit of rural Alaska, where you can depend on people."

and committees, from community colleges to Junior Achievement.

"His people skills are illustrated by the millions of dollars he raised for Seattle's Woodland Park Zoo," said Raymond Vecchi, chairman and chief executive officer of Alaska Airlines.

His mother, Cora Johnson,

① In 1956, he married Doris Hollingsworth, and they moved to Juneau to continue his work with Coastal. He and Doris have two children.

In 1959 he was on Annette Island, and in 1960 to 1962 in Sitka.

He returned to Juneau in 1962 when Coastal merged with Ellis Airlines, and he became general sales manager.

When the merger with Alaska Airlines occurred in 1968, he was promoted to vice president of sales and general sales manager, and moved to the company's main headquarters in Seattle.

He has remained there for the past 25 years, and completed his 42nd year of total service with the line on May 15.

He has served on 21 boards

Petersburg Pilot
June 1993

②

Jim Johnson: "Mr. Alaska"

Jim Johnson is an American original. Storyteller. Philanthropist. Tireless worker. Supreme optimist. He's one of an increasingly rare breed who has thrived and risen to the top in his field by doing the work and learning as he progressed. Though Jim never earned a college degree, his efforts and expertise have earned him the respect of his peers throughout the airline industry. His brother likens him to Horatio Alger, a hard-working, intelligent guy who made it on his own.

For 42 years, Jim has helped define Alaska Airlines. He retires next month as senior vice president—a long way from his first job loading bags on floatplanes in his Southeast Alaska home of Petersburg, a community close to his heart.

"He's the epitome of a small-town boy who made good," says longtime friend Margie Johnson of Cordova, Alaska. "And he never forgot his roots. He exemplifies the caring spirit of rural Alaska, where you can depend on people."

She knows. When she broke her back in a car accident in California, the first phone call she received at the hospital was not from a family member, but Jim Johnson.

He has headed up our public affairs efforts for the last 19 years, helping shape airline and business-related public policy and providing a link between the company and the communities we serve. But his accomplishments go beyond his formal corporate position. Jim's knowledge of the airline industry, along with his big heart, quick smile, willingness to listen, timely humor and strong sense of business responsibility have touched thousands over the years.

Nicholas Nathan, a toddler from Boise, is a good example. When weather precluded a non-profit group's plane from flying him to San Francisco for treatment related to his battle with eye cancer, Jim made sure Nicholas and his mother got a round-trip ride on Alaska Airlines. Similar stories abound and have earned Jim the title, "Mr. Alaska."

Jim's use of company resources to help people only tells part of the story. He generously gives his own time and energy to worthwhile causes. He's served on 21 boards or committees, from community colleges to Junior Achievement. His people skills are illustrated by the millions of dollars he raised for Seattle's Woodland Park Zoo.

In addition, he's been an unofficial ambassador for the state of Alaska, tirelessly promoting

it as a tourist destination and serving as an insightful, passionate advocate of the state's needs and desires in the corporate arena. For years, Alaskans looking to do business outside the state enlisted his guidance and introductions. That's one reason why Jim was named "Alaskan of the Year" for 1992, an honor that's particularly notable because he hasn't lived in the state for 25 years.

"He really should have been a politician. No one wins friends and influences people like Jim," says Ralph Munro, Washington's Secretary of State. From powerful lawmakers to oil field workers, relating to people of all walks is one of Jim's enduring qualities. He possesses a remarkable ability to make each person he deals with feel special, because Jim is so genuine in his interest and concern.

Jim was sales manager for Alaska Airlines when that Southeastern Airlines was merged with Alaska Airlines. Charlie Willis, then president of Alaska Airlines, quipped that the price of the acquisition was worth every penny just to get Jim.

He was right. Jim has played a part in many of our greatest achievements: charter service to the Soviet Union at the height of the Cold War, expansion southward with the dawn of airline industry deregulation, and the launch of scheduled service to the Russian Far East.

Jim played a key role in transitioning the airline from one management team to another in 1972. Two former chairmen of Alaska Airlines, Bruce Kennedy and Ron Cosgrave, credit Jim with giving credibility to the new regime at a time when creditors and customers were ready to give up.

With his genuine concern for people, Jim is the personification of what makes Alaska Airlines special. While his counsel will be just a phone call away, his day-to-day contributions will be missed immensely. We express our gratitude to Jim for his dedication and service over 42 years, and wish him and his wife, Doris, the best as they begin a new chapter in their lives.

—RAYMOND J. VECCHI
Chairman, President and Chief Executive Officer



James A. Johnson,
senior Vice
President, Alaska
Airlines & Alaska
Air Group

JUNEAU EMPIRE

149

'The Voice of Alaska's Capital City'

6/25/93

JUNEAU, ALASKA

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The News



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Jim Johnson of Alaska Airlines: 'I loaded the airplanes. I was the janitor. You name it, I did a little bit of everything.'

He's coming in for a landing

By JAMES MacPHERSON
THE JUNEAU EMPIRE

JUNEAU COLOR

Watch Jim Johnson walk around an Alaska Airlines terminal, and you'll see that he knows no strangers.

"Hey, Jim," shouts a baggage handler over the whine of a jet engine. Johnson acknowledges with a warm smile and asks how the man and his family are doing — and if the firm are hitting.

Others, from ticket agents to pilots receive the same smile and small talk.

After 42 years with Alaska Airlines, Johnson has made countless friends, many of whom refer to him as "Mr. Alaska." He is retiring Wednesday as the airline's senior vice president — a far cry from Petersburg, where he began his career as a baggage handler.

Retirement ceremonies honoring Johnson have already been held in Sitka, Petersburg and Juneau, communities where he worked with the airline over the years. Other retirement functions are planned next week in Seattle, his home for the past 25 years.

It's not hard to get Johnson talking about

the airline or its employees, both of which he is very proud. He has seen the airline go from seaplanes to jets, and grow from 300 employees to 6,000.

Johnson is also proud of Alaska, the state. Even though he hasn't lived here since 1950, he has actively promoted the state as a tourist destination and a place to do business. For those efforts, Johnson was named the "Alaskan of the Year" last year by the state chamber of commerce.

James Arthur Johnson was born 60 years ago in Cheyenne, Wyo. When he was 1 year old, his parents moved to Southeast Alaska, where the family ran a fox farm halfway be-

tween Petersburg and Wrangell. At 5 years old, his parents moved to Petersburg and continued with the fur farming business.

While still attending classes at Petersburg High School, Johnson took a job with Alaska Coastal Airlines of Juneau, which later merged with Ketchikan-based Ellis Air Line and, in 1968, was purchased by Alaska Airlines.

Some believe the price Alaska paid for Ellis and Alaska Coastal was worth it just to get Johnson.

"I was jack-of-all-trades, very similar to what these air taxi operators are doing today," Johnson said of his beginnings with the airline. "I did everything. I ticketed the passengers. I loaded the airplanes. I helped out with the limousines taking passengers back and forth from the airport. I was the janitor. You name it, I did a little bit of everything."

Juneau resident Shell Simmons, a former Alaska Coastal pilot and later president of the airline, hired Johnson.

"He started out very busy as a baggage handler. He was a good worker and never stopped working. The airline valued him."

Please see Color Page 10

Jim Johnson

x on viers

Color...

Continued from Page 1

cordingly and he made it to the top of the heap," Simmons said.

Johnson was a ticket agent, station manager and sales manager in Sitka, Ketchikan, Petersburg and Juneau before moving to Seattle in 1968 to take over public affairs for the airline as a liaison between Alaska Airlines and its employees, the public and government and business leaders.

It proved to be a perfect position for the airline and Johnson.

"He did everything right," Simmons said. "He had personality, the most outstanding in the world. He had the will and ability to make friends and always wanted to help people. He was an ideal person for the airline.

"You can't say too much about him, it's all pretty much been said. He's as close to perfect as you can get."

Simmons had even more praise. "When we had a trouble spot, we'd shove him in there to calm down and smooth out the situation. If they were grumpy, they left laughing, happy and satisfied. And they were happy with the airline.

"Ask anyone who worked with him, and they'll give you a story about him."

Jacque Witherrite, a customer service agent in Seattle, has one of those stories published in Alaskaline, the airline's in-house newsletter.

"When I first began working in reservations in the summer of 1972, I received scores of calls from people claiming to be Jim's best friend," Witherrite wrote. "I became convinced that Petersburg had to have a population of at least several hundred thousand and that

it will be as much as year - will be split between state and the coastal re trawlers transfer

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ite Clinton had run mic plan, he would lent Clinton," said es, R-Okla.

every one of them was intimately acquainted with this man. Jim, it seemed, really got around.

"From a head of state to a new hire on the ramp, Jim treats each person with genuine interest, dignity and respect. He does it so well, so consistently, and has done it for so long that we are convinced it can't be an act."

With no formal education beyond high school, Johnson learned by doing.

"I didn't have a college education but I learned from the bottom up, which is just impossible to replicate in today's environment.

"Alaska Airlines was a great opportunity. Having worked from the ground floor up really gave me a good understanding of how the airline operates."

Though Johnson's retirement is just a few days away, he careful about mentioning the word "retirement" around him.

"You don't understand, I'm not retiring. There are lots of things to be done on the house, and there's travel and sportfishing. Maybe golf."

Johnson says he and his wife, Doris, who was born and raised in Petersburg, plan to spend winters in their new home in Arizona and summers at their home in Seattle. They plan on traveling by automobile around the county, "until we feel like we've seen it," Johnson said.

Johnson still considers himself an Alaskan, even though he hasn't lived here for 25 years. Or more specifically, a Southeastern Alaskan.

"There's a big part of my life here in Southeast. We spent 35 years in Alaska before moving to Seattle.

"Of course, I have family in

Alaska; my mother lives in Petersburg and my brother is also there and my sister is in Sitka, so I intend to spend a fair amount of time up here in the summer months fishing and visiting."

Although an avid Alaska angler, Johnson wants to try some bass fishing down south. He also wants to ride on a Mississippi stern-wheeler.

Johnson said his wife has some mixed emotions on his retirement. "She's not ready for a full-time husband and a part-time salary. It's going to take an adjustment."

Johnson said his civic involvement over the years has been the most rewarding part of his career. He has served on chambers of commerce in Alaska and Washington as well as boards and committees form everything from the American Cancer Society to Seattle's Woodland Park Zoo, which he has helped raise millions of dollars for over the years.

Johnson said he wants to take a break from membership drives and fund-raising for a while and concentrate on relaxing. But it won't be easy.

"No matter how much you try to cut the cord, when you have 42 years of friendship and contacts you just don't shut that off overnight and you don't want to."

Many have urged Johnson to run for political office, a natural transition. It would seem, for someone with his personality.

"Politics? Everyone has said I should. But all my life I worked with politicians and raised funds for them. Frankly, there is a great difference being in private enterprise and going into the public sector, I could do it, but I hope after 42 years, I've earned my retirement and that's what I intend to do."

Road...

Continued from Page 1

the Canadian side of the border. Building such a road could make Juneau the equipment- and ore- shipping hub for such a mine, officials said.

Mapping consultants - using a helicopter-mounted, foliage-penetrating laser tied into a global positioning satellite system - began surveying possible routes about two weeks ago, said project manager Ira Rosen. It never surveyed on the Canadian side of the border, he said.

The letter from Charbonneau means surveying will be done only on routes up Lynn Canal. The study is also looking at high-speed ferry runs to Haines and Skagway, which have road connections to the Alaska Highway.

The study is expected to cost up to \$750,000 and be completed by early next year. Options that remain will then be the subjects of a

two-year, \$1.8 million environmental impact study aimed at recommending a preferred route in 1995.

Elimination of the Taku route was no surprise, said Juneau Sen. Jim Duncan, a Democrat who helped get federal money for the environmental study in next year's state budget.

The Canadians have never expressed any enthusiasm for the route, Duncan said. "Their position hasn't changed, it's just hardened."

Mayor Jamie Parsons said he was not upset by the British Columbia decision because the Taku route made less sense than the Lynn Canal routes.

Charbonneau's letter is the second action to shut down a potential development project by British Columbia officials this week.

Citing environmental concerns, Premier Mike Harcourt on Tuesday designated the Talsheashini watershed in northwestern British Columbia as a wilderness park,

killing the proposed Windy Craggy copper mine northwest of Haines.

The mine's developers projected it would have created about 200 jobs in Haines, which could have become the mine's shipping center. Environmental groups opposed to the mine said the numbers would have been significantly less.

Empire reporter Ed Schoenfeld contributed to this story.

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